



MDT- Department of Transportation

Aeronautics Division

Vol. 49 No. 9

September 1998

Gallatin Field Open House

Gallatin Field at Bozeman hosted a fly-in complete with pancake breakfast and a classic automobile display last month. The general aviation appreciation day was held to give general aviation aircraft and pilots a chance to visit the airport and for new aircraft on the field to be viewed. Several aircraft flew in for the event and many local residents visited the airport to take in the activities.

Tours of Gallatin Field's newly constructed air traffic control tower were conducted. Construction on the new air traffic control tower began in October of 1997. It was completed in August of 1998 at a total cost of \$1.25

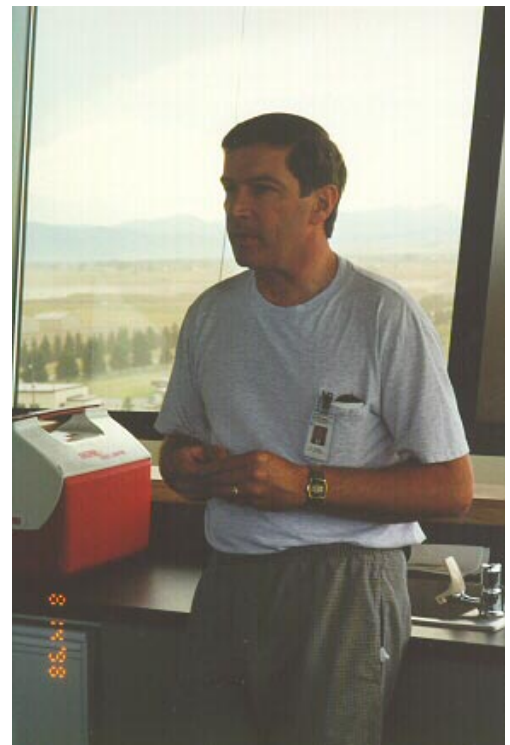
million. The building was paid for from airport revenues derived from airport fees and charges. No local, county, state or federal tax money was used.

The building was designed through a joint effort by Morrison-Maierle, Inc., Prugh and Lenon Architects, and Airport Authority staff. Todd Construction company of Big Timber served as the prime contractor. The building is 101 feet tall. The tower cab floor is 85 feet above the ground.

The Gallatin Airport Authority has entered into an agreement with the Federal Aviation Administration

(FAA) whereby the Authority agreed to build and maintain the new tower. In return, the FAA agreed to pay for contract air traffic controllers to operate the tower. These controllers are now expected to open the tower late this fall.

Thanks to all those who made the trip to Gallatin Field to participate.

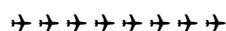


At left, a view from the tower cab shows the many aircraft on the field during aviation appreciation day. Above, Ted Mathis, Gallatin Field Airport Manager, briefs visitors on the air traffic control tower project.

Administrator's Column

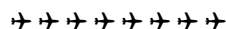
U.S. CUSTOMS GATE PROGRAM

EXTENSION: The U.S. Customs Service has extended the testing period for the General Aviation Telephonic Entry (GATE) program for another year before undergoing re-evaluation. The GATE program allows general aviation aircraft (carrying crew members only) arriving from Canada to land at airports other than U.S. ports of entry. This part of the GATE program has been popular for charter and corporate aircraft operators who fly drop-off passengers to Canada and return empty. The program has been quite successful during the past year. The aircraft must be less than fifteen seat capacity and an application must be on file thirty days prior to the scheduled flight in order to be considered. Application for filing (Customs Form 442) is available from the U.S. Customs Service, GATE Program Center, International Terminal, Detroit Metropolitan Airport, Detroit, Michigan 48242. FAX number is 743 941-9496.



CANADIAN USER FEES DE-

LAYED: Nav Canada has submitted a revised proposal on air navigation user fees to the Canadian Minister of Transport which, if approved will delay the new user fees until March 1, 1999. The new user fees were scheduled to be implemented on November 1, 1998. The new fees for general aviation recreational aircraft weighing less than three metric tons will be \$60.00 per year; for business aircraft the fee will be \$60.00 per year for aircraft weighing up to two metric tons and \$200.00 per year for aircraft weighing between two and three metric tons. The fee gets higher for heavier aircraft and for jets. For aircraft flying through Canada to Alaska the fees only apply if the aircraft weights 200 metric tons or more.



HOOVER BILL: U.S. Senator Jim Inhofe (OK) and U.S. Representative Elton Gallegly (CA) have introduced companion legislation called The Emergency Revocation Act (S. 842 and H.R. 1846). This Act has been dubbed the "HOOVER BILL" in light of the injustices suffered by world-renowned airshow pilot Bob Hoover under the abusive hands of a couple of over-zealous FAA inspectors. The current law gives the FAA power to suspend or revoke an airman's certificate if the pilot has violated Federal Aviation Regulations and poses a threat to safety. A pilot may appeal FAA's action to the National Transportation Safety Board which stops FAA's action until the NTSB rules. Until that time the pilot may continue to fly but if the FAA believes that public safety requires immediate action they can issue an emergency order grounding the pilot pending the NTSB ruling. The problem according to Aircraft Owners and Pilots Association (AOPA) Chief Legal Council John Yodice is that the FAA considers almost every certificate action

an "emergency". Yodice stated while testifying before the Aviation Subcommittee of the House Transportation and Infrastructure Committee, "The FAA is denying due process to many pilots by over-using its emergency authority. We support and promote a fair FAA enforcement system that provides due process to pilots charged with regulatory violations." Yodice said FAA has used its authority in many cases where no true emergency existed. FAS's action against Bob Hoover is one of the most notorious examples of abuse of the agency's emergency revocation authority. This new bill would give pilots and other certificate holders two days to request a hearing before the NTSB after FAA issues an emergency revocation order. The NTSB would then have five days to decide if the emergency order were justified. If not, the certificate would be returned and the pilot could continue flying while the FAA pursued its revocation case through an expedited appeal process. "This bill will not derogate air safety," said Yodice. "It merely gives NTSB the power to review FAA's determination that a safety emergency warrants immediate certificated revocation. And it provides pilots with due process protection." National Air Transportation Association (NATA) president Jim Coyne stated "NATA strongly supports a conscientious relationship between the FAA and the certificate holder and recognizes that the FAA must be the regulatory authority to punish severely those that endanger lives. But the FAA must recognize that to our member companies their respective certificate is their lifeline, without them these companies simply cannot operate. Currently, there is not an expedited appeals process to allow companies to prove their case before major financial losses occur." One NATA member company stated "Due process clearly needs to be an integral part of any legal or administrative process where a severe penalty such as certificate revocation is involved. Not to have these provisions would be to suggest the FAA is infallible and above subjective factors." This bill is supported by virtually all segments of the aviation community including airlines, airline pilots, business aviation, sport aviation, fixed-base operators and the aviation bar. If you have interest in the passage of this bill contact your Montana Congressional delegation.



Montana and the Sky
Department of Transportation
Marc Racicot, Governor
Marv Dye, Director

Official monthly publication of the
Aeronautics Division
Telephone - 444-2506
P.O. Box 5178
Helena, MT 59604
Michael D. Ferguson
Administrator

Aeronautics Board
Ron Mercer, Chairman
Byron Bayers, Member
Fred Booth, Member
JoAnn Eisenzimer, Member
Leland Ford, Member
Douglas Freeman, Member
Robert Hector, Member
Arnie Lindberg, Member
Will Metz, Member

Montana and the Sky is published
monthly in the interest of aviation in
the State of Montana.
Third Class postage paid at Helena,
Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Patty Kautz

NATF SCHOLARSHIP FUNDS

The one-year anniversary of the Dan L. Meisinger, Sr. Memorial Learn to Fly Scholarship is a great time to remember "Dan Senior". It is also a good time to reflect on those who have given so much to the aviation industry while living and continue to do so "in memory," as so generously provided by the Meisinger family and friends.

The National Air Transportation Foundation (NATF) sponsors five additional scholarships, the John E. Godwin, Jr. Memorial Scholarship Fund, available for flight training, and four Pioneers of Flight Scholarships, academic scholarships available to qualified sophomores or juniors. Detailed

information on each scholarship's requirements is available by brochure or by visiting our website at www.nat-online.org and looking under the Foundation Information section.

We would like to encourage all of you to nominate qualified employees, family members, customers and friends to apply for these scholarships. What better way to encourage and inspire someone you know than to have them apply and become the recipient of a \$2,500 scholarship? It seems like a win-win situation from our perspective; let us hear from your nominees this year before the deadline of November 27, 1998.

EAA AIRVENTURE OSHKOSH '98 LARGEST EVER FOR ATTENDANCE, SHOWPLANES

Unique and diverse programs, combined with a record number of showplanes and a nearly perfect week of weather, helped make EAA AirVenture Oshkosh '98 the most successful event in the Experimental Aircraft Association's 46-year history. Total attendance was estimated at 855,000, topping the 1994 record of 850,000. A total of 12,000 airplanes-including a record 2,743 showplanes flew to the event during its seven-day run.

Several site changes also contributed to smooth logistics throughout the grounds and brought rave reviews from EAA members, other aviation enthusiasts and special guests.

Among the highlights of EAA AirVenture Oshkosh '98 were:

British Airways' Concorde

British Airways' supersonic "Concorde" jet returned to Wittman Regional Airport for the first time since 1994. Concorde drew a huge crowd upon landing and made four "local" flights carrying 100 people each.

Tribute to Medal of Honor recipients

Three Medal of Honor recipients participated in the program, which saluted all who fought and died to defend the freedoms we enjoy today. An evening program hosted by David Hartman was the focal point of the activities.

History of Corporate Aviation

In partnership with the National Business Aviation Association (NBAA), EAA Air Venture Oshkosh hosted a seven-decade salute to the expanding role corporate aviation plays in the world of flight. A major collection of airplanes, representing all eras from the 1920's to present day business jets, were displayed. In addition, NBAA's tent pavilion near

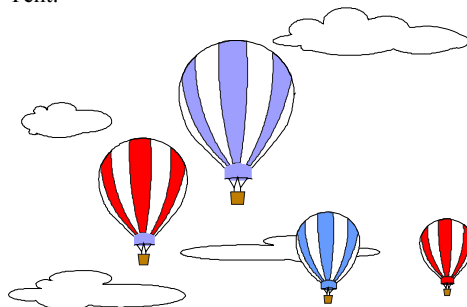
the assembled aircraft offered historical background through classic photos and other information

Record number of showplanes

Led by nearly 700 homebuilt aircraft, showplane registrations set a record at EAA Air Venture '98. A total of 2,743 showplanes were registered during the event, nearly 100 more than in 1997 and 28 more than in 1995, the previous record year. The totals included 682 Homebuilts; 125 Antiques; 583 Classics; 271 Contemporaries (a category record); 547 Warbirds (also a record); 27 Rotorcraft; 178 Amphibian/Floatplanes/Seaplanes (another record total); 38 Aerobatics; 212 Ultralights; 56 Light Planes; 16 Specials; and eight Replicas.

The Australians return!

Nearly 300 citizens of Australia and New Zealand arrived at EAA AirVenture in an Air New Zealand 747-400. It was the fifth time the "Oshkosh Express" made the long journey from "down under," highlighting the large international contingent who come to Oshkosh to participate in the event. These sport aviation enthusiasts bring a contagious enthusiasm for people and airplanes with them. They participated as a colorful part of the annual International Parade at EAA AirVenture. In all, 2,487 guests from 71 nations registered at AirVenture's Intentional Visitors' Tent.



CALENDAR

September 4 - 7 - 5th Annual Silver City Fly-in, Silver City Airport.

September 5 - 7 - Annual Labor Day Family Fly-in, West Yellowstone.

September 11 - 13 - Laurel Fly-in and Swap Meet.

September 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

September 19 - Aertronics Annual Open House, Billings.

September 25 - 26 - MPA Fall Fly-in and Meeting, Cut Bank.

February 5 - 6, 1999 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27, 1999 - Montana Aviation Conference, Copper King Inn, Butte.

→ → → → → → → → → → → → → → → →

New AOPA Online Aircraft Valuation Service

An electronic, interactive edition of AOPA's Aircraft Valuation Service, provided by Vref, is now available free in the Members Only section of *AOPA Online* (www.aopa.org). Using a simple "point and click" interface, AOPA members can instantly learn the average market value of any used aircraft.

To learn the average value of an aircraft, AOPA members access a specially designed database containing Vref's continually updated market research. Aircraft model and year are selected using a simple "pull-down" menu. After an almost instantaneous search, the database shows aircraft performance specifications and average retail price on the computer screen.

The AOPA member can then refine the valuation to a specific aircraft by entering airframe total time since major engine overhaul, and checking off items from an extensive list of typical options and additional equipment.

Finally, the member can enter an adjustment for items not covered in the checklist, such as custom interior or damage history.

A click on the "calculate" button and the database returns an average value for the aircraft as equipped.

1998 Aviation Career Awareness Academy (ACE)

Graduates of the 1998 Aviation Career Awareness Academy (ACE) are: Kelly Atkin, Darin Cyr, Brian Heil, Mitch O'Dell, John Paul Poelman and Greg Warhank of Helena; Abraham Fandrich of Clancy; Justin Grimstrud of Townsend; Nan Llewellyn of Boulder; Katrina Wahl of Cut Bank; and Jessica Nichols of Alaska.

Each year the ACE Academy strives to give high school students the opportunity to experience aviation career opportunities. The FAA, Montana Aeronautics and The Helena College of Technology sponsor ACE.

This year the students toured the Army National Guard, the Helena Control Tower, Helena College of Technology and participated in an aviation ground school at Montana Aeronautics on the opening day of ACE.



Malmstrom's 40th Search and Rescue Helicopter lands on Stemple Pass as part of survival school.



ACE students toured the cockpit of Neptune's P2V.

On day number two ACE students traveled to Missoula to tour Washington Corporation, Neptune INC, Northstar Air Express, Missoula Smoke Jumper Center and the Museum of Mountain Flight

A field trip to Stemple Pass in Lincoln National Forest was scheduled for day number three. The students participated in a survival school with emergency scenes acted out. Malmstrom's 40th Rescue Flight Helicopter participated in the survival scene by flying to the signaling devices (mirrors and ground signal markings) that the students prepared for their rescue.

The final day of the ACE Academy was the flight day, students flew in a hot air balloon and Montana Aeronautics fixed wing aircraft and the FAA's flight simulator.

A big thank you to all those that helped make ACE a first class aviation program.



At left, Ed Chebul and Brad Culver take the ACE students on a hot air balloon flight. At right, John Lesnik, a pilot at Missoula's smoke jumper center gives a tour of his Sherpa aircraft.



Local Aviator Grand Champion

John Dove's meticulous efforts to restore a 51-year-old airplane was an 18-month labor of love. And it recently resulted in his wooden prop Piper Cub Super Cruiser claiming the Grand Champion Award in competition with about 1,000 other aircraft at the granddaddy of all airshows in Oshkosh, WI.

While confident that the airplane would qualify for some kind of award, Dove of Missoula was ecstatic about claiming the "Lindy" one of six such first-place awards in different divisions.

Nearly 900,000 spectators attended the weeklong annual event which drew some 16,000 planes from around the world, all lined in 148 rows for viewing. About 6,000 of the aircraft were entered in a variety of categories. Claiming the grand prize—a two-foot-high bronze replica of Charles—wasn't the point of the restoration.

But with Wayne "Scotter" Schofield heading up the project, it soon became evident that the plane would be better than new when the restoration was completed. The entire plane was dismantled and some parts replaced to return the aircraft to its original form.

Ironically the judges deducted points because the fire-engine red plane with yellow trim was shinier than when it was first manufactured. But there were few other deductions, although the final score in the competition was not revealed.

Work on the 115-horsepower plane was completed just 10 days before the annual Wisconsin event, but since John suffered a heart attack in April, he wasn't able to pilot the aircraft alone.

Enter Northstar Aviation charter pilot Bob Thaxton, who not only flew the two-socket to Oshkosh but kept the airplane spiffed up for the week of the show. The duo flew the plane around the Missoula area for about 12 hours before they left on the 1,300 nautical-mile trip to Wisconsin which took about 13 hours flying time.

Dove and his daughter, Carla Hvid, of Liberty Lake, Wash., owned the airplane for about nine years before the time-consuming project was begun. Dove had flown the plane about 600 hours before he took it out of commission and moved into a spot at Northstar Aviation's main hangar. Then he took the Super Cruiser completely down to its frame.

"Authenticity based on what it looked like when it came out of the factory," was the goal, said Dove. "Just to get it back to its origin is a piece of history, and it's rather spe-

cial." Finding parts was difficult with the most challenging acquisition, a spinner for a wooden propeller. A new one, still in the box, was located sitting on a parts shelf in Atlanta. The plane's instrument panel was returned to its original form and the restored craft is spotless, right down to a silver-colored "sport" hubcap covering a tiny rear wheel.

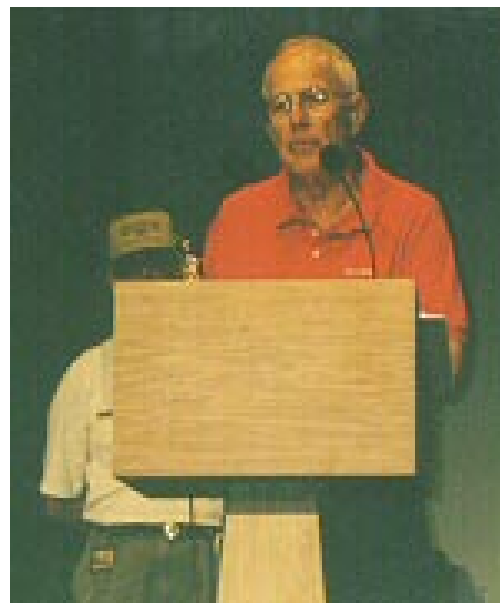
While they didn't rebuild the engine—a major job completed about two years previous to the project—the compartment is steely clean.

About 3,400 of the planes were originally manufactured in Lock Haven, PA and Dove estimates some 1,400 remain registered, although some are not in flying condition. The Piper PA-12 remains popular in the Alaskan bush because of the expanded width of its passenger compartment—a pilot and two passengers can ride in the two seats—and modification possibilities in the fuselage would provide even more room.

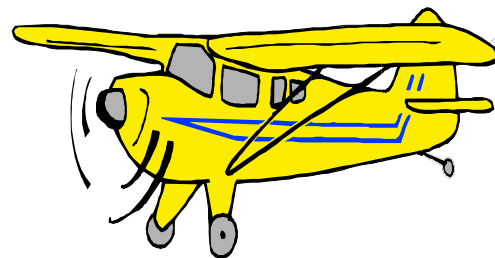
Because of his heart attack, Federal Aviation Administration rules only allow Dove to fly as long as there is another pilot in the airplane. He looks forward to being recertified, something he can apply for six months after his heart attack.

Retired from the insurance business since 1990, Dove doesn't have another project in mind. "For now this is it," he said. "We just want to enjoy this one."

Congratulations John!



John Dove of Missoula accepts the Grand Champion award in the Classic Aircraft Category in Oshkosh, WI for his Piper PA-12, N3381M.



During the ACE Academy, student Darin Cyr, while in Missoula, checked out John's aircraft before it headed out to Oshkosh.

Chris Greil's EAA Oshkosh Scholarship Experience

*By: James Greil
Aviation Support Officer*

It's great to see young aviators distinguished from the crowd for their academic and practical achievement, and it's twice as nice when those young aviators happen to be from Montana. This summer, four select scholarship winners from around the nation got to test their flying abilities and scholastic aptitude for about a month in Oshkosh Wisconsin. One of the four scholarship winners was seventeen year old Chris Greil from Bonner, Montana. Chris was selected as one of two winners of the 1998 Cliff Robertson Work Experience Scholarships. The scholarship winners established the goal of earning their recreational pilots license using the EAA's RV-6 aircraft. Their instructors were also scholarship winners and were both recent Embry-Riddle Aeronautical University graduates. The two instructors and four students had to manage their time wisely in order to accomplish their goal in just about thirty days using just the one EAA aircraft.

For those of you who need a little refresher, the requirements to obtain a recreational pilots license include: 30 hours of flight time, including 15 hours of dual with an authorized instructor; 2 hours of enroute training to an airport more than 25 miles from the airport at which instruction is being taken; 3 hours of dual within 60 days of taking the flight exam; and 3 hours of solo time. The candidate must also pass either the private pilot or recreational pilot written exam as well as the recreational pilot oral and practical flight exam from a designated examiner. While working toward his

recreational pilot certificate, Chris soloed at Oshkosh for the very first time on his 17th birthday. After a lot of fun work and dedication the students were ready for the final check rides, but as Murphy would have it, mother nature interfered and subjected Oshkosh to five days of rain and low ceilings just after the conclusion of EAA AirVenture Oshkosh 98, dashing the hopes of the students from completing their goal.

While working toward his recreational pilot certificate, Chris also helped academy officials with students in the EAA air academy and worked closely with other officials at Oshkosh during the EAA AirVenture Oshkosh 98. While performing these duties, Chris also got access to all of the EAA Air museum aircraft and was provided with flights in many of them including a Ford Tri-Motor and a restored Wien Airlines DC-3, which happened to be one of the very same planes his grandmother Elva Greil was aboard as a stewardess for Wien Airlines in Alaska in the 1950s.

Last year Chris was the winner of the Category III Division of the Montana Aeronautics Division Aviation Awareness Art Contest. Winning that contest allowed Chris to attend Oshkosh in 1997 as an EAA Air Academy student. This year returning to Oshkosh as a Cliff Robertson scholarship winner, Chris commented, "When I learned about these opportunities last year, I knew I was going to do everything I could possibly do to get back here again. This has definitely been the best experience of my life. If I can get back here in a



Chris Greil speaks to students at the 1998 Experimental Aircraft Associations Air Academy.

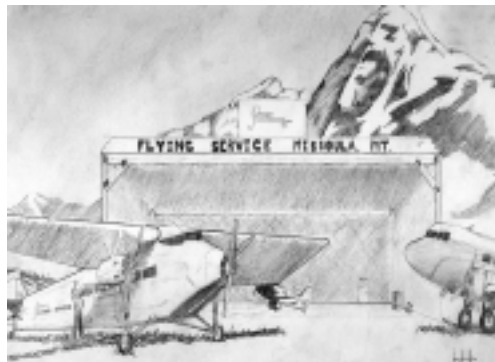
couple of years as an instructor in these programs, that'll be even cooler. That's one of my goals."

Montana is very proud of the students it sends to the EAA Air Academy each year. Montana students are recognized by Academy instructors as outstanding youth with a burning desire for aviation and betterment of themselves.

Thanks to the Montana aviation community for providing this experience each year to a Montana student. Donations are collected at the annual aviation conference by selling "stick-on" airplanes to participants. Monies are applied to the academy tuition for the winner in the senior category of the Aviation Awareness Art Contest. This year's recipient of the all expense paid trip to attend the Air Academy was Adam Weitz of Helena. Northwest Airlines continues to support this excellent program by providing complimentary roundtrip air transportation for the student to and from the academy at Oshkosh, WI.



Adam Weitz, the 1998 recipient and Chris Greil, the 1997 recipient of the Montana Aeronautics Division Aviation Awareness Art Contest with their instructor Jack Blosser at Oshkosh, WI.



Pictured above is Adam Weitz's 1st Place Poster that won him his trip to Oshkosh.

Yellowstone Airport Annual Family Fly-in

Troy Decker from Salt Lake Center Air Traffic Control and his son Kolby flew their Cessna 180 to West Yellowstone to participate in the fly-in. Troy presented, "Salt Lake Center and you, answers to your questions about air traffic control services".

Gary Pollak an FAA Aviation Safety Inspector from Helena Flight Standards Office presented the FAA Wings Program and handed out density altitude publications.

A density altitude ground school was presented by Jeanne Lesnik of Montana Aeronautics. Theodolite technologists; Mike Ferguson, Will Mavis and Harold Hamm conducted the theodolite fly-off. The winners of the Density Altitude Fly-Off are:

Other awards:

Oldest Airplane to Bob and Linda Marshall of Belgrade in the Vultee BT-13A
Traveled the furthest to Rick Beckert of Lake Stevens, WA
Drove the furthest in a Caddie to Paula and Mike Mulroney, Helena
Best climbing amphib airplane to Lanny Hanson, Glasgow

Thank you, West Yellowstone Airport, Doris' Cantina, Yellowstone Aviation, Skywest Airlines, Jeff Heaney and Mike LeMaster.



Linda Marshall and Will Mavis working hard to obtain accurate theodolite measurements.



Grand Champion: Troy Decker in his Cessna 180. Troy estimated his takeoff roll and climb to clear a 50' obstacle at West Yellowstone Airport 6644' elevation with the known temperature and pressure and wind condition as 1820' and according to the theodolite experts he flew it in 1820'.

2nd Place - Bob Hollister of Forsyth in his Cessna 180

3rd Place - Bob Marshall of Belgrade in his Vultee BT-13A

4th place - Lanny Hanson of Glasgow in his Husky Aviat /amphibious float plane

5th place - Glenn and Jeff Wash from Broadus and Ashland flying a Cessna 206

CONGRATULATIONS WINNERS!



Participants join in on the density altitude clinic where they are reminded to beware of high, hot, humid conditions. At right, Lanny Hanson on board the best climbing amphibious float plane.



Kolby Decker with dad Troy Decker collect "The Grand Champion" Density Altitude Fly-off prizes from Jeanne Lesnik.

Flight Instructor: "What would you do if you had a forced landing at night, and as you neared the ground, you turned on your landing light only to find you were in the middle of a high antenna farm?"

Student Pilot: "Turn off the landing light?"

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information call 406-444-2506 or TDD 406-444-7696.

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.



INDUSTRY SHIPMENTS AND BILLINGS CONTINUE TO INCREASE IN 2ND QUARTER WITH DELIVER- IES OF TWO NEW AIR- CRAFT MODELS

Strong demand for piston-engine aircraft and continued strength in the jet and turboprop markets boosted overall shipment totals for the industry according to the General Aviation Manufacturers Association (GAMA). General aviation aircraft shipments increased 61.8% to 956 for the first six months of 1998 compared to 591 total units for the first half of 1997. Aircraft billings through the second quarter of 1998 also increased 20.8% to \$2.4 billion compared to \$2.0 billion in the first six months of 1997.

A total of 672 piston aircraft were delivered in the first half of 1998, a 92% increase over 1997. Jet deliveries in the first six months of 1998 totaled 173 units, up 21.8% over the same period last year. Turbo-prop deliveries also climbed to 111 units, a 12.1% increase over the first six months of 1997.

Who Me?

The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.

Now who can this be,
He ought to be hung,
Still he must be my friend,
"Cause my number he rung.

Hello, Who is it,
I was sleeping, my friend,
The FAA's calling,
Quite a pickle you're in.

Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?

Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.

So we've a favor to ask,
(But he already knows it).
Next time you file one,
Please Mister, "CLOSE IT"!

SEPTEMBER 1998



PO Box 5178
Helena, Montana 59604-5178

**Bulk Rate
Postage Paid at
Helena, MT 59620
Permit No. 141**